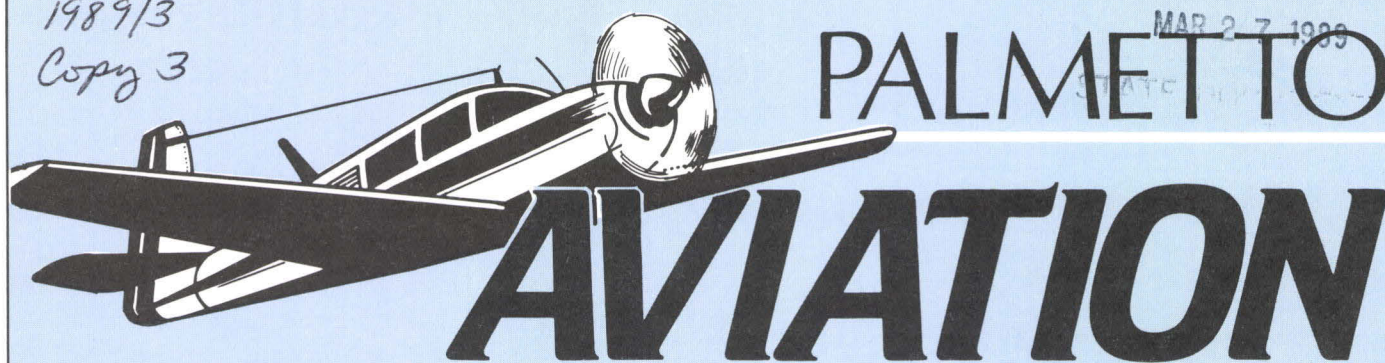


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MAR 27 1989



Volume 41, Number 3

Published by the S.C. Aeronautics Commission

March, 1989

## President Bush Flies into Columbia Metro

by Sean Keefer

Usually, the Aeronautics Commission's hangar facility houses planes, but when President George Bush visited Columbia in February, it sheltered two jet black presidential limosines.

It's not every day that the President visits the Palmetto state, and when he does, there are an infinity of small details to be worked out, including where his limos will stay.

The limos arrived at the Commission on a C-141 transport plane as part of the Secret Service Advance Team. After the jet-black limos were washed and buffed, they were stored over night in the main hangar for security purposes.

On Wednesday, Feb. 15, the



**Gov. Campbell and first lady, Iris, follow the President from Air Force One.**

airport was the hub of activity. Secret Service agents were making final checks on the limos that would transport President Bush,

agents were checking their weapons, testing communications and setting up metal detectors to inspect members of the news media as they arrived.

Air Force One touched down at Columbia Metro at 10:26 a.m. Wednesday. As a crowd of airport personnel, security, press and several other people watched in anticipation, the door opened and Bush walked out. After pausing momentarily to wave, the President walked to the ground.

Behind Bush came Gov. Carroll Campbell, his wife, Iris and a small welcoming group, including Senator Strom Thurmond, Congressman Floyd Spence, former Congressman Thomas Hartnett and National Republic Committee

*See President, Page 6*

## State Legislation Proposed for Rural Airport Development

*Up to 80 percent of S.C.'s public-use airports may be affected*

New legislation aiding rural economically deprived airports was announced by Rep. Marion Carnell, D-Dist. 14, during a special legislative meeting February 23, in Columbia.

Rep. Carnell said, "The state must maintain and improve its accessibility to the state, both on the ground and through the air. In

order to take advantage of the opportunities for commercial expansion and new industrial/business facilities, the state must be able to react effectively."

"The Rural Airport Development Act is intended to fill a gap as well as negate the FAA's discriminatory procedures against rural airports," said Rep. Carnell of Ware

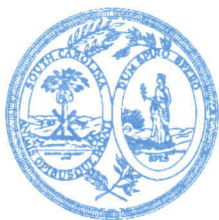
Shoals.

The legislation is designed to augment the FAA's priority system which does not recognize economically disadvantaged airports as a means for obligating funds.

The Rural Airport Development Act divides needy airports into three major categories for im-

*See RAD Act, Page 6*





**PALMETTO AVIATION** is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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## Huggins Airport Gets New Lights, Watchout for Ridgeville Tower

Here are two items all aviators should be aware of -- new lights at Huggins Memorial Airport and an increase in tower height in Ridgeville, S.C.

Huggins Memorial Airport near Timmonsville, SC (58J) has been updated with pilot activated runway lights.

The lighting system can be activated by using frequency 122.9 with five clicks and three clicks to turn-off the lights.

Huggins Memorial is now a 3100 ft. turf strip, not a 2700 ft. strip as indicated on the 1988/89 SC Aeronautical Chart.

Please make a note of this change, as well as this change of tower height.

According to the FAA, an FM antenna tower in Ridgeville has been increased to 1589' above ground and 1629 MSL. The coordinates are 33°05'11" latitude and 80°22'33" longitude.

## Florence FSS Closes Doors

Say good-bye to the Florence Flight Service Station. It officially closed its doors on February 22 when it was decommissioned by the FAA.

The closing of the facility has been planned since the late 70's as part of a FAA policy to reduce the number of flight service stations around the country from about 300 to 61 in 1994.

The Anderson Flight Service Station is already in operation, and so is the FSS in Charleston.

When plans to consolidate flight service stations were announced the Florence FSS had more than 25 employees and an annual payroll of nearly one million dollars.

Now Florence has about 10 employees left with the other employees already being transferred to the new Automated Flight Service Station in Anderson.

The station provides 24-hour-a-day pre-flight and in-flight information on weather, aeronautical services, flight planning assistance and emergency services for pilots who call.

The Florence FSS has been

gradually cutting back personnel since consolidation was announced limiting the coverage area of service to about one-fourth of what it used to be.

The only service not transferred to the Anderson station is weather observation which will be continued for the Florence area with air traffic assistants being trained in meteorology.

The Florence FSS began in 1946 soon after the federal government returned the airport to civilian control. During the war, Florence Regional Airport was used as an Army Air Corp training base.

## Hoerter Named to AAAE Board

Sam Hoerter, Director of Airports for the Charleston County Aviation Authority, has been named to the Board of Directors of the American Association of Airport Executives (AAAE).

AAAE was established in 1928 as the professional association for airport executives throughout the United States.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 1987, Columbia, South Carolina, 29202. Phone: (803) 739-5400.





**American  
Eagle will fly  
Fairchild  
Metro III  
aircraft into  
Florence  
Regional.**

## ***American Eagle Begins Service to Florence Regional Airport***

Florence Regional Airport knows that competition is the name of the game when it comes to air carriers.

The third air carrier, American Eagle, will service the airport with non-stop flights between Florence and Raleigh/Durham beginning April 2, airport officials announced.

William Wallace, executive vice president of Nashville Eagle said the new service will offer the only nonstop service to the Raleigh area.

The American Eagle service will begin with three daily non-stop flights to and from Florence using pressurized Fairchild Metro III aircraft.

On hand for the news conference were city, county and airport officials who all seemed pleased with announcements.

One Horry County council member, Shirley Corbett remarked, "We're real excited anytime a major decision like this comes through. This means growth for not only Florence but the whole Pee Dee area. It opens up the potential for this area to grow and prosper."

Wallace indicated that while

only four to eight employees will be needed initially for the service more would be added if the air carrier service is successful.

Wallace also remarked that Florence was chosen because of the demographic data, airport facilities and service, and the area's potential for economic growth.

Airport Manager Rocky Gannon was extremely pleased by the announcements because it offers Florence passengers a new option. American Eagle officials also hope with their arrival that passengers who have been driving to other airports for service will now use Florence Regional.

The air carrier's arrival should also enhance economic growth to the area with Carolina Power and Light, General Electric, Sonoco, L-TEC, and Beneteau, Inc. directly benefiting with better connecting flights.

Representatives of the other air carriers, Henson (Piedmont) and Eastern Metro Express, said that their business would not be adversely effected.

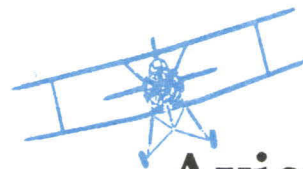
Henson, Florence Regional's largest air carrier, served nearly 38,000 passengers in 1988, an annual increase of 22 percent.

## **Refueling & Line Service Seminar at Sheraton NW Hotel**

A reminder: the Refueling and Line Service Training workshop will be held on March 7 and 8 at the Sheraton NW Hotel in Columbia at Bush River Road and I-20.

The workshop, which is free of charge, begins at 9 a.m. with a special hands-on presentation on Wednesday, March 8.

Call Carolyn for more reservations 1-800-922-0574.



## **Aviation Calendar**

### **March 7-8**

**Refueling & Line Service  
Training Seminar**  
Sheraton NW  
Bush River at I-20  
Columbia

### **March 8**

**S.C. Helicopter Assn.**  
McEntire ANG

### **March 19**

**Breakfast Club**  
Dillon County Airport

### **March 19-21**

**Southeast Chapter  
AAAE Annual  
Conference**  
Omni Hotel  
Charleston, SC

### **April 2**

**Breakfast Club**  
Aiken Municipal

### **April 4-6**

**24th Annual  
Southeastern Airport  
Management Seminar**  
Auburn University

### **April 9-15**

**Sun 'n Fun**  
Lakeland, FL  
For information  
(813) 644-2431

### **April 16**

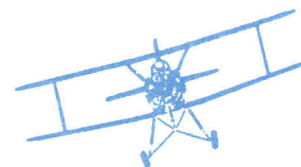
**Breakfast Club**  
Greenville-Spartanburg

### **April 30**

**Thomson Airport**  
McDuffie County, GA

### **May 7**

**New Horizons Airshow**  
Bryant Field, Rock Hill





# Junior ROTC Cadets Get a Glimpse of Apache and Black Hawk



**Lexington High School JROTC cadets listen as pilot instructor Ron Claypool demonstrates the rotor ability of the Apache helicopter.**

What do an Apache, a Black Hawk and over 130 Junior ROTC cadets have in common?

It's very simple, they all met one cold, blustery morning at the Aeronautics Commission in February.

The JROTC cadets from Lexington High School were all excited about seeing the Apache and Black Hawk helicopters and meeting with their respective pilots as well.

Cadets got a chance to meet with Apache pilots, Ron Claypool and Capt. Earl Yerrick, and Black Hawk pilots, Dan Kotowski and Alan Alexander, all of the Army National Guard.

The cadet program, headed by Lt. Col. Roger Rucker (ret.) and assisted by SMSgt. Steve Fowler, started at the school in 1987 to teach good citizenship and leadership skills.

Lexington High School allows students to take JROTC as a one credit course for four years as an elective study. The course is divided into teaching citizenship, appreciation for the citizen-soldier, patriotism, respect for the U.S. flag and community service.

The Lexington High School program now in its second year is designed like the other 17 JROTC programs in the state with studies in aerospace history, weather, the physiology of flight, air navigation,

leadership and management. "Of course, all classes have drill and customs and courtesies," said Lt. Col. Rucker.

The main reason someone would want to take JROTC is "If they're interested in the military, it gives them a little taste of what to expect," said Rucker.

"But," SMSgt. Fowler added, "their parents like the self-discipline the JROTC gives them."

"The main thing we teach is leadership and management," said Fowler.

"We try to turn out a well-disciplined organized leader," Rucker emphasized. "You know, they make better citizens. And, hopefully, they'll be able to say they're better for taking it, too."

But ask any cadet why they're taking the JROTC course and you'll get some interesting answers.

For the most part cadets asked that question were certain of going into some aspect of the military and would be assured of going in at a higher pay scale after three years of JROTC courses.

"I want to go into the Air Force," said Jason Bryant, 15, "My dad likes it that I'm in it. I want to go to college on the GI bill."

"I like JROTC," said Alkini Johnson, a junior, "It's a great opportunity to be a high ranker and go to college. I want to attend UNC."

However, 14-year-old Wendy Bickley said, "I thought it'd be fun to join JROTC. They have good field trips, last time we went to McEntire ANG and looked at the gunnery range and the F-16's."

One serious-looking cadet, Sanders McMillan said, "I want to be a doctor one day in the Air Force, a flight surgeon. That's why I'm in JROTC."

One freshman JROTC cadet had other thoughts, "I don't like PE at all. I have an avid fear of PE and I can take this instead," said Lisa Buckley.

SMSgt. Fowler said, "Yes, I knew someone would say that about PE. It does substitute for one unit of PE, but we teach them much more."

One 16-year-old cadet, Terrence Harris, really enjoys JROTC. "It's a very good way to meet women. This uniform attracts all types of good-looking women," he grinned.

Well, no matter what the motivation is for joining the JROTC program, you can bet the cadets will be having a lot of fun learning and enjoying their field trips.



**Dan Kotowski, SCANG pilot instructor teaches the finer points of flying to an interested cadet.**



# The Civil Air Patrol

## Search and Rescue Exercise Held in Marion

Search and Rescue is a vital component of the Civil Air Patrol. Recently, the Marion County Airport was the site of a search and rescue exercise by the CAP Group III in February.

A special training session was held on Feb. 12 which included mission pilot check rides, ELT and grid search pattern and ground practice.

The search and rescue practice exercise involved members using aircraft search patterns, air and



ground emergency locator transmitter readings and ground team and communications techniques.

The SAR exercise was also used as a training session for CAP members who will be participating in the Middle East Region Search and Rescue Competition in April.

Nearly 120 Civil Air Patrol members from around the state participated in the exercise.

Cadets and Senior members, both camped out Friday and Saturday nights to hone their survival and camping skills needed on search and rescue missions.

## Florence Composite Awards Presented

The Florence Composite Squadron held its Annual Barbeque and Awards Ceremony recently in the CAP facility at Florence Regional Airport.

Over 110 CAP members participated in the presentation.

Clean-polished cadets in flights, ready for inspection, began the program. After presenting the colors, SC Wing Commander Col. Douglas Abercrombie handed out the earned promotions to deserving cadets.

Cadets performed a drill exercise for the audience after an inspection by Col. Abercrombie.

Special Squadron Awards were also presented: Cadet of the

Year for 1988 was presented to Cadet Andrew Criswell. Cadet Criswell was the Cadet Commander for the Squadron and a senior at Baptist Temple High School in Florence.

Senior of the Year was Capt. LuAnn Cocklin, the Florence Squadron Commander.

Mitchell Awards were also presented to Cadets Andrew Criswell and Scott Ham.

### CAP Calendar

**March 11**

Search and Rescue Training

**March 12**

Search and Rescue Training

Air Crew Training

**March 18**

Wing Staff Commander's Call

Cadet Speak-off

**April 2**

Commander's Call

**April 5-9**

Search and Rescue Evaluation

**April 16**

Wing Staff Commander's Call

**April 23**

MER Conference

### Rites Held For Mrs. Thomas

Mrs. Josephine Baldwin Thomas, 69, a native of Florence and a 17-year member of the S.C. Civil Air Patrol, died February 15, 1989.

Mrs. Thomas, who lived in Columbia, held the rank of Major in the SC Wing. While serving in the CAP she was the message center officer and received many awards for her outstanding service.

Mrs. Thomas is survived by her husband, Sidney Tillman Thomas and two daughters.

### Florence Gets New Commander

1LT Brantley Carter of Timmonsville has been selected as the new squadron commander for the Florence Composite Squadron. Lt. Carter is a supervisor horticulturist for the City of Florence.

Capt. LuAnn Cocklin, the former commander, moved to Lancaster and will be transferring from the Florence Squadron to a job on the SC Wing Staff.



## President Bush Touches Down in S.C.

Continued from Page 1

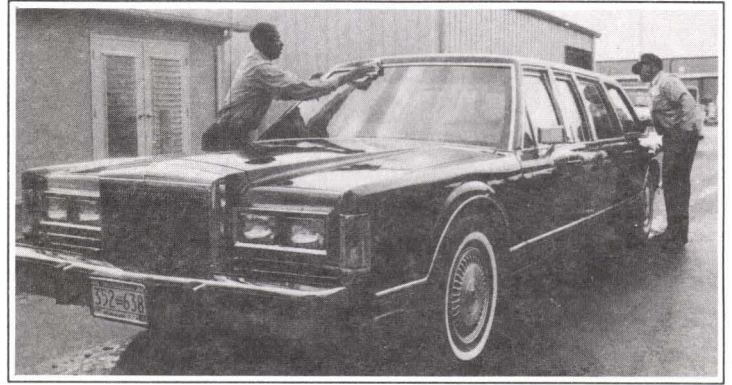
chairman Lee Atwater. After a short time, the President got in his limo and rode off to address the General Assembly on the national budget.

For most people, Bush's visit was low-key and very simple. Land at Columbia Metropolitan Airport, go to the state Capital to address the General Assembly, lunch at the Governor's Mansion and return to the airport.

However, for Lee Ann Kennerly, daughter of state flight dispatcher Larry Kennerly, it was an exceptional day—her fifth birthday.

The birthday girl watched in-

**SCAC employees shine up the presidential limosine before Bush's arrival.**



tently as Air Force One arrived at the airport and taxied across to the roped-off area. Lee Ann even took a few snap-shots of the President as he left for the statehouse.

Yet, the presidential visit may have meant more to Shari Teets, who just one week before had been

kidnapped and taken to Georgia.

Teets, still in protective custody by the Lexington County Sheriff's Department, saw the presidential limosines Tuesday while visiting the Aeronautics Commission and waiting to meet Gov. Carroll Campbell who was returning from Korea. Campbell promised he would introduce her to the President if at all possible.

On Wednesday, Teets' wish was fulfilled. As the President was leaving, Campbell boarded Air Force One accompanied by Teets. Soon, Teets was talking to Bush who gave her his presidential stick pin.



**Air Force One arrives in Columbia for what may be her last flight.**

## RAD Act Proposed for Rural Airports

Continued from Page 1

plementing funds: emergency repair, economic development and safety enhancement.

The legislation, according to Rep. Carnell, will be funded through the use of surplus funds over a multi-year period.

"I want our state's airport system to be as vital as possible by the year 2000," said Carnell at the special meeting of the Rural Caucus.

"The RAD Act will affect at least 80 percent of the public-use airports in the state," he added, "by bringing much needed revenue to them when they need it the most."

Rural Caucus Chairman Tom Rhoad of Bamberg County said "

**Rep. Marion Carnell (I) explains the nuances of the proposed bill to aid rurally deprived airports in South Carolina.**



"I'm sold on this project and I heartily recommend that we wholly endorse this bill."

The RAD Act, co-sponsored by Rep. Carnell and Rep. Olin Phillips, D-Dist. 29, will be formally introduced as a bill into the S.C. House

of Representatives as early as March 1.

The bill provides a solution to the problem most rural economically deprived airports need to overcome, mainly locating funding sources.



# FYI From the FAA

## Vacuum Systems Can Be Vexing Problems

Airplane instrument systems are the heart of an aircraft, monitoring the aircraft and alerting the pilot to danger signs. Instrument systems which fail can be life-threatening and even fatal.

The following is an article reprinted from FAA's General Aviation Airworthiness ALERTS No. 121 which could be of importance to you.

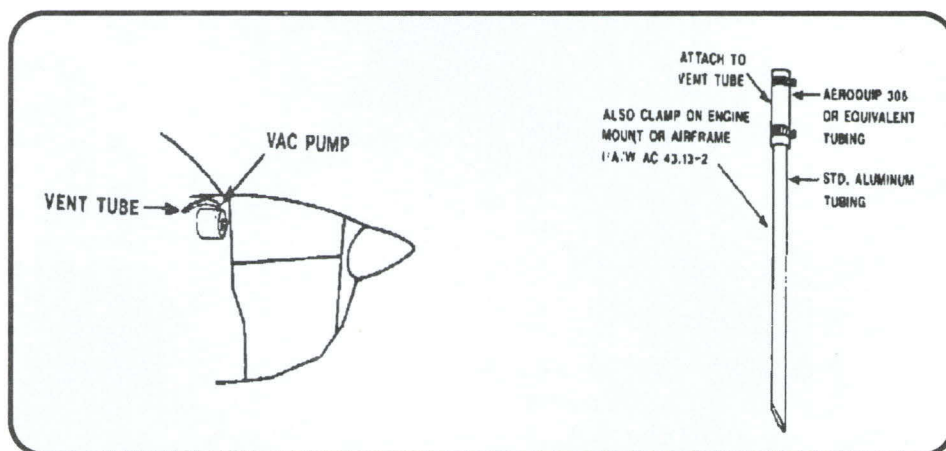
Numerous articles have been written regarding instrument system failures. After receiving an indepth letter from a repair station in Ohio we felt obligated to print another opinion on vacuum systems failures. This manager of an instrument shop with almost 30 years experience working on aircraft instruments, has some worthwhile suggestions and theories regarding vacuum system failures.

In a previous Airworthiness Alert, a submitter suggested installing an in line filter to the vacuum system as a possible corrective action.

This submitter states that is a quick fix and that past experience shows you can put an adverse effect on the pump itself by doing this. According to engineers, any extra restriction put into the system could cut down on the life of the pump and flow efficiency. Their theory is any restriction at all! Line in line filter or standard AN hardware can cause flow restrictions and cut down on pump life.

They recommend that only specially designed free flow fittings be used in the entire system. The main problem, in his opinion, is poor pump design and improper installation.

In his personal opinion and



from almost 30 years in the instrument and aircraft business, the problems are as follows:

- To address consumers' complaints of oil on the belly of the aircraft they fly, the manufacturer designed a dry vacuum pump; the submitter thinks it was not properly designed, efficiency was marginal with respect to flow capabilities that were needed to run the systems. To aid the flow problem, the submitter says they designed a new type fitting to cut down on restriction and help air flowing through the system.

- The aircraft manufacturers, seeing we now had no oil blow on board from the dry pumps, quit installing the over board vent line. They felt there was no need to have one because no oil was coming from the pump.

- Due to the fact that the vacuum pump is not vented overboard and is vented into the engine compartment, we have generate two problems. Due to ram air pressure in flight, we have a slight pressurization in the engine compartment causing back pressure on the pump and cutting down on its life according to engineers. When the pump vanes fail, we have now

have a direct line from the pump vent to the instruments with no restriction. The ram air blows all particles from the vanes into the instruments causing carbon contamination and shortening gyro life.

- The instrument manufacturers left the vacuum outlet open and unrestricted to the system (no filter), because with the wet pump all contaminants were vented over board.

The first and immediate solution is to install a tube from the vent tube using a section of hose (Aero Quip #306 or equivalent), two hose clamps and a piece of aluminum tubing with an Adel clamp holding it rigid. With the end cut at an angle, creating a slight vacuum with the air flow from ram air (See drawing), this will relieve the back pressure on the pump, and increase pump life.

It will get rid of the carbon particles if the pump blows, saving the instruments from harm. It will also aid in helping the pumps efficiency.

This article was reprinted from Federal Aviation Administration publication General Airworthiness Alerts, Alert No. 121, Aug. 1988.





**SOUTH CAROLINA  
AERONAUTICS COMMISSION**

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**This Month...**

**Inside Palmetto Aviation**

- President touches down in Columbia
- Florence FSS closes its doors
- Legislation planned for rural airports

... and much, much more!

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## **GAMA has the Answers in 'Learn to Fly'**

Has someone been bugging you lately about flying?

Most potential aviators have a zillion questions about aviation before they get into the cockpit.

Instead of answering one question at a time, the General Aviation Manufacturers Association has published a brochure which answers many questions at once.

The slick, glossy publication contains information on where to begin, a ball-park figure on the cost of flying lessons and how long a typical student takes to complete a private pilot course. Also included are the basic principles of flight and some of Federal Aviation Administration regulations.

According to GAMA, the 'Learn to Fly' brochure was prompted by the numerous calls the association receives each week from all age groups.

After reading the 'Learn to Fly' brochure, the potential aviator will understand certain aeronautical terms, the basics of flight and should be ready for an orientation flight with an instructor.

GAMA president Edward Stimpson said, "Flying is an extremely efficient mode of travel. Young people should be aware that learning to fly could lead them into some very rewarding career paths."

"Obviously, becoming a pro-

fessional pilot could be the student's primary goal," said Stimpson, "However, flying can also enhance and complement careers in many other fields...In fact, the possibilities are as endless as your imagination."

The brochure is also an excellent classroom resource for career guidance.

Single copies of 'Learn to Fly' are free. However, groups requesting 50 or more perhaps for career day activities, may order the brochure for a modest handling fee.

For information, contact the GAMA Education Office, 1400 K Street, NW, Suite 801, Washington, D.C. 20005 or call (202) 393-1500.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.